Month	Opening balance of indents	Fresh Indents	No. of wagons loaded	Closing balance of indents
April' 92	112	236	308	40
May' 92	40	136	172	2
June' 92	2	92	91	3
July' 92	3	398	85	301
Aug.' 92	301	407	602	105
Sept.' 92	105	216	321	Nil

During the six months period indents for 18 wagons were cancelled by the indentors.

(b) There is no loading of perishables at Solapur in wagons loads for movement by goods trains. Perishables Offered as percels at Solapur are mainly moved by passenger carrying trains. Supply of wagons at Solapur for transportation of goods in block rakes is satisfactory but there is delay in meeting the demand for piecemeal supply of wagons.

(c) At the end of October, 1992 there was no demand of wagons pending and all demands in Sept., 92 and October, 92 were fully met. Every effort is made to supply adequate wagons at Solapur where the indents are registered for train loads.

Growth of handloom sector

*26. SHRI SURESH KALMADI: Will the Minister of TEXTILES be pleased to state:

(a) whether Government have taken any steps for the all round growth of the handloom sector in the country; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF TEXTILES (SHRI ASHOK GEHLOT): (a) Yes, Sir.

(b) The ongoing plan schemes implemented during the Seventh Plan have been suitably revised wherever necessary and a number of new schemes like margin money for destitute weavers, intergrated handloom village development scheme have been approved for implementation during the Eighth Plan. With a view to protect and promote the handloom sector and improved generation of employment to handloom weavers, a substantially higher provision of Rs. 300 crores is envisaged during the Eighth Plan for the Plan schemes.

इंडियन रेलवे फाइनेंस कारपोरेशन द्वारा बैंकों में जमा कराई गई धनराशि

*27. **श्री राम जेठमलानी:**
डा० जिनेन्द्र कुमार जैन:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि इंडियन रेलवे फाइनेंस कारपोरेशन ने सिटी बैंक, युनाइटेड कमर्शियल बैंक और कैनबैंक फाइनेन्सियल सर्विसेज लिमिटेड में एक बड़ी धनराशि जमा कराई थी;

(ख) यदि हां, तो 1990-91 और 1991-92 के दौरान वर्ष-बार इस निगम ने इस वित्तीय संस्थाओं में कितनी-कितनी राशि जमा कराई थी;

(ग) क्या इन सभी वित्तीय संस्थाओं ने इस निगम को देय राशि का पुन: भुगतान कर दिया है;

(घ) यदि नहीं, तो वह राशि कितनी है जिसे निगम के आग्रह के बावजूद इन संस्थाओं द्वारा उसे सितम्बर, 1992 तक वापस नहीं किया गया है; और

(ङ) क्या यह भी सच है कि आर्थिक अभाव के कारण कोंकण रेल परियोजना के समय पर पूरा हो पाने की संभावना नहीं है?

रेल मंत्रालय में राज्य मंत्री (श्री मल्लिकार्जुन): (क) जी, हां, लेकिन यूनाइटेड कमर्शियल बैंक में कोई धनराशि जमा नहीं कराई गई थी;

(ख) वर्ष 1990-91 और 1991-92 के दौरान, भारतीय रेल वित्त निगम द्वारा सिटी बैंक और कैनबैंक फाइनेंशियल सर्विसेज लिमिटेड के पास जमा कराई गई धनराशि का ब्यौरा नीचे दिया गया है;—

वर्ष	सिटी बैंक	कैनबैंक फाइनेंशियल सर्विसेज (कैनफिना)
1990-91	50.19 करोड़ रुपये	621.83 करोड़ रुपये
1991-92	67.65 करोड़ रुपये	1360.53 करोड़ रुपये

(ग) से (घ) जहां तक 1990-91 के दौरान जमा कराई गई धनराशि का संबंध है निगम को वह सभी राशि प्राप्त हो गई है, जो उसे देय थी। 1992-93 के दौरान कैनफिना के पास जमा कराये गये 95.85 करोड़ रुपये में से देय तिथि को कोई राशि प्राप्त नहीं हुई थी। लेकिन 40 करोड़ रुपये की राशि किस्तों में प्राप्त हो गई है।

(ङ) कोंकण रेल परियोजना को पूरा करने की लक्ष्य तिथि अक्तूबर, 94 है, कोंकण परियोजना के लिए बांडों के फलीभूत होने में यदि और विलम्ब होता है, तो धन की तंगी से इस लक्ष्य की पूर्ति पर प्रभाव पड़ सकता है। बहरहाल, अभी इतनी जल्दी इसका सही-सही अनुमान लगा पाना कठिन है।

Late running of Darjeeling Mail and Kanchanjunga Express

*28 SHRIMATI SARALA MAHESHWARI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Darjeeling Mail and Kanchanjunga Express are mostly running late; and

(b) if so, the steps proposed to be taken to run these two trains in time?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) During October 1992, Darjeeling Mail and Kanchanjunga Express reached their destination right time on 22 days. Similarly during November 1992 (upto 20th) these trains reached right time on 13 days.

(b) Instructions already exist to ensure punctual running of trains by intensive chasing and round the clock monitoring. Extraneous factors like bandhs, agitations on issues not concerning railways, miscreant activities including unauthorised alarm chain pulling and thefts of Railway property etc., however, continue to affect punctuality of trains.

Damage to Railway track near Trichy

*29. SHRI V. NARAYANASAMY: SHRI RAJNI RANJAN SAHU:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that a major train accident was averted by the timely action of the Driver who spotted damage in the railway track near Trichy when Madras Quilon Express was moving, if so, the details thereof;

(b) whether Government have ordered any inquiry into the incident, if so, the details thereof; and

(c) whether any evidence of involvement of LTTE militants' in this incident has been detected?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARAJUN): (a) On 24.10.92, Train No. 6105 Madras-Quilon Express stopped between Kallagam-Kallakkudi Palanganatham stations of Ariyalur. Tiruchahirapplli section of Sourthern Railway, at about 02.20 hrs. in the night due to two rail length of track damage on bridge No.276. This was possible due to the alertness of the Driver of the Train.

(b) "Q" branch of C.I.D. is investigating the case as ordered by Director General of Police, Tamilnadu.

(c) the matter is still under investigation by the Tamil Nadu Police.

Development of National Highways in Kerala

*30. SHRI E. BALANANDAN: Will the Minister of SURFACE